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SCOTTISH LETTER  
BONAR LAW AND GLASGOW.  
(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, May 23rd.

The news of the resignation of the Prime Minister was received with much regret in Scotland, and particularly in Glasgow, where he was regarded with proper pride as a Glasgow product. His himself frequently advanced the claim: "Whatever may have been the accident of birth, or where I have lived since," he told an audience, "I have felt that Glasgow was more my home than anywhere else." A favourite reply to questions of his nationality, was to say that he was born in Canada, his father was of Scottish extraction born in Ireland, his mother was Scottish, and he had lived most of his life in Glasgow. His father was a Presbyterian minister who graduated at Glasgow University before proceeding to Canada. Bonar himself was brought to Scotland at the age of 12 under the care of his aunt, Miss Janet Kidston, with whom he resided at Helensburgh. He was educated at the Gilbertfield School, Hamilton, and at the High School of Glasgow, and afterwards entered business in the office of his father-in-law's firm, Messrs. Robley and Son. Later he became a member of Messrs. William Kidston and Sons, iron merchants, of which his uncle was the head, and later a sound business training, allied with an aptitude for commerce, enabled him to enter with confidence upon a wider sphere of activity, and in 1898 he became a partner in the house of Messrs. William Jack and Sons, iron merchants. Success in affairs enabled him to retire from the strenuous life of business in 1900, and then politics attracted his attention and fitted into the ambitions of his youth.

## A ROMANCE OF STATESMANSHIP.

It is not surprising that Lord Beaverbrook was one of the first callers at Bonar Law's house in Onslow Gardens, when he arrived in a car with one of his daughters, for Beaverbrook and the ex-Premier have been friends since their boyhood in New Brunswick in far away Canada. They were the sons of Scottish ministers and adjoining manors. They dreamed their dreams together, and it was when Bonar Law was elected as member for the Blackfriars Division of Glasgow over twenty years ago, that, seeing how successful his old playmate was becoming, Max Aitken, as he was then called, followed him to England, dreaming for himself a similar future of high political promise. The two are strangely dissimilar in mentality, but Aitken became an M.P. ten years after his old friend mastered the art of public speaking, and so versed himself in political strategy that a breakfast conference held in his house at Leatherhead in 1916, brought about the coalition between Bonar Law and Lloyd George.

## IRISH INVASION OF SCOTLAND.

The General Assemblies of the two leading Churches in Scotland have some interesting problems submitted to them by committees which have had under consideration the presence in Scotland of a large and increasing mass of Irish Roman Catholics. According to the statistics prepared by the Church of Scotland Committee the Irish population in Scotland has almost doubled within the last forty years and now totals 601,304. Within the last twenty years its increase has been six or seven times that of the Scottish population, and it is maintained that this is caused mainly, not by a higher birth-rate but by an immigration of Irish and an emigration of Scots. "It is a sober and restrained prophecy," in the opinion of the reporters, "that through the operation of the various factors now at work—immigration of Scots, disinclination of Scots to work alongside and live among Irish, partiality of Irish for employment of Irishmen—the great industrial plain of Scotland stretching from Glasgow in the west to Dundee and Edinburgh in the east, will be soon dominated by the Irish race." The presence of this element is objected to partly on social, partly on religious-financial grounds. It is declared to be marked by a tendency to remain apart, while affecting the tone of the community by displacing natives, forcing its way into positions of control by means of political, municipal, county, and parochial elections, depressing the standard of living, and being largely responsible for the secularisation of the Scottish Sabbath.

It may be pointed out that just as the United States have been overtaken by nemesis in the form of a negro question through the desire for cheap labour, so this country has its Irish question from the same cause. Further, the attempt to interfere with the immigration of Irish Free States would raise delicate issues.

Although it deals with a Scottish problem, the report receives a great deal of attention South of the Tweed. It is remarked that one very palpable effect of the Irish penetration of Scotland is the sort of members sent to Parliament from Clydesdale and Dundee. In the light of that result it is commented that it is not possible to foresee a multiplication of the Irish vote in these and other districts with any composure. "Let us hope that the Scotsmen will know how to take care of themselves," says one London writer. "They have not hitherto been deficient in that capacity, but at present it looks as if in their intemperance in seeking new worlds they have forgotten to lock the door at home."

THE AMERICANS AND THE WALKER CUP.  
Americans golfers have every reason to be pleased with themselves. Their representative amateurs have successfully bearded the lion in his den. A month ago we thought that the old country had a real chance of winning the Walker Cup international match; and still one o'clock on the last day win. It looked long odds on our lightning the American language for the Atlantic voyage by earning the right to keep the trophy on this side. But our reckoning turned out all wrong. We did a good deal of premature chicken counting. Perhaps we did not attach their proper value to two factors that influenced the American triumph—viz., their finishing apart from their staying power and their familiarity with the 36 holes medium. Of these the first is the greater. Even though the two rounds of test match play is the exception here, the test should not because of its length be prejudicial to our first-class golfers. The American amateur is certainly more attuned to the longer test. Perhaps he is trained and in superior physical condition. As a matter of fact, the Walker Cup would have had a new home if the result had depended on the

(Continued at foot of next column.)

"MAN IS ONLY HALF-CIVILISED."  
MR. LLOYD GEORGE ON PEACE.

Mr. Lloyd George addressed in the

United Free Assembly Hall, Edinburgh,

on May 27th, a united demonstration of

the Churches and International Peace.

He commenced by drawing a picture of

the leading Powers of Europe in ruins,

the States risen from the dead, and

devastation existing. As the result of the

war there had been these changes, but

there was one thing which had not changed

at all. Who would say, with all this

desolation, that the world had learnt a

lesson? The suspicion amongst nations

was just as strong as ever; only more intense; hatreds between races and peoples

only fiercer. Great armies were being

drilling, and scheming for war. Convent-

ions and compacts were being made for

joint action when the tocsin sounded.

General staffs were meeting to arrange

where they should march, how they should

march, where they should strike. Little

nations only just hatched out of the shell

were staggering under the burden of great

armies marching to unknown battlefields.

New machinery of destruction and slaughter

was being devised and manufactured

every day. When he saw what was going

on in Europe he was filled with genuine

alarm. He found in Europe exactly the

same elements working that produced the

last great catastrophe, the Gaul and

Teuton interlocked and other nations

drifting towards the bog. It was like a

seething cauldron, and he did not know

what was to come of it. In the face of this

anxious situation, with possibilities full

of greater disaster to civilisation than

anything that had ever befallen, what was

to be done? No new conception of inter-

national right, no new doctrine of inter-

national right, no new organisation for

interpreting international right was of

the slightest use unless you had a train-

ed, disciplined, educated public opinion

sustaining it. (Cheers.) The decrees of

the League of Nations had at least twice

been flouted by members of that League.

There was no public opinion in those

countries strong enough to compel their

Governments to respect the League of

Nations, as there was no public opinion

in the nations outside strong enough to

insist upon the others accepting it, and

until we had both the League of Nations

would simply be the design of its critics.

It was only when there was power be-

hind an organisation coming from the

goodwill of the people in all the countries

that it would be effective.

"The fact of the matter is," continued

Mr. Lloyd George, "man is only half-

civilised. In international relations he is

still a savage. There has to be a very

different attitude in the nations towards

one another. You must civilise mankind

in its international relations. You must

induce a sense of right and of justice.

You must eliminate force except as a sanc-

tion after the properly ascertained deci-

sion of a properly constituted tribunal.

You must introduce into the relations of

nations the principle of the moral law.

Thou shalt not steal, thou shalt not kill,

which are the principles of the moral law

in individual relations, should be intro-

duced into international relations, and

until you do that there will be no place

on earth. There is no nation on earth which

has not committed crimes of which it

ought to be ashamed. Let us cultivate

the spirit of brotherhood amongst men.

The Church must appeal to nobler senti-

ments than those which have dominated

our attitude towards other nations."

What, he asked, was it that Germany

was now suffering from. Her great

tragedy was not her indemnity, not even

the destruction of her credit. The one

great tragedy that Germany was suffering

from was that she had lost the respect of

mankind. He could see it when he met

them. They were a gallant and brave

people. They fought bravely, but they

were broken spirited. Why? They had

lost self-respect because they had done

some things which they knew in their

hearts were wrong. (Cheers.) The task

which lay before us was a supreme task

for churchesmen, but the appeal must be

an international one. We had reduced

armaments, but that was not true of all

countries. "I believe," he added, "that

the present head of the great Church of

Rome is as sincere a friend of peace as

ever sat on the throne, and if it were pos-

sible to get all the Churches to work

together they would exercise the greatest

influence on the cause of peace."

(Cheers.)

short, sharp is holes decision. When re-

covered from the first shock of unexpected

defeat we realised that there was nothing

to be said. The better side won. The

British team had given general satisfaction;

on recent evidence it was about as good

as could be. The United States did not

expect to win this time. That they did may

neither help with a way out of last year's

tour, defeat, nor stimulate plans on the

same lines for any future expedition.

KRASIN AND THE SCOTS M.P.s.

In a conversation with some pressmen, Mr.

Krasin spoke English, French, and German

by turns. "Were you able to follow the

debate when you attended the House of

Commons?" he was asked. "Fairly well,"

was the reply; "but I could not under-

stand the Scottish members." And yet

they were the staunchest advocates of his

cause!

THOSE SCOTS NAMES.

At a luncheon after the general meeting

of Buchanan-Dewar, Limited, Lord Dewar

said that one of the chief difficulties both

firms had had to contend with in their early

days was the difficulty of familiarising the

public, but now, most people, were familiar

with the pronunciation of both Dewar and

Buchanan. Recently he had occasion to call

a taxi-cab and asked to be driven to the

headquarters of the company. In order that

the driver should thoroughly understand

he (Lord Dewar) instructed him to proceed

to "De-war" House. On arriving at his

destination the driver, in a broad Scottish

voice, gave him the proper pronunciation

of the name of Dewar.

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Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

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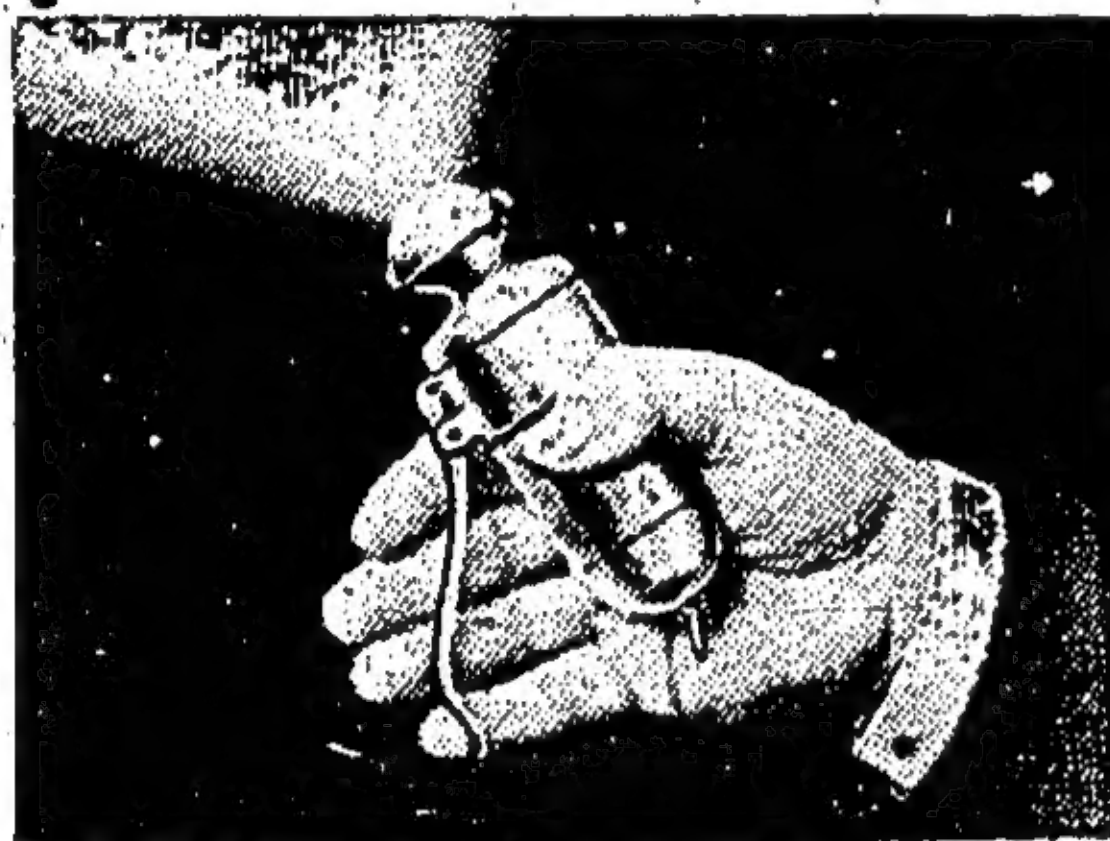
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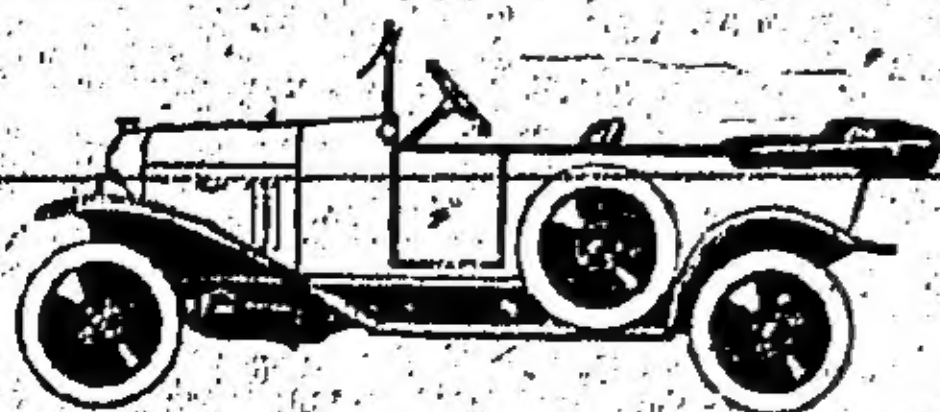
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## AHEAD OF THE MAIL.

[CABLES FROM INDIAN PAPERS.]

## "BANKERS MAY TELL"

LONDON, June 1st.  
That "Bankers may tell" is the effect of Mr. Justice Avey's judgment in the case of Tournier, a commercial traveller, against the National Provincial and Union Bank.

The plaintiff claimed damages in consequence of a branch manager informing plaintiff's employers that his account was overdrawn, and that a certain cheque had been traced to a bookmaker's account. The plaintiff averred that he lost his employment by the suggestion that he was gambling which he denied.

Mr. Justice Avey held that there was no absolute contract with Bankers not to disclose the state of a customer's account and if the disclosure was made reasonably and justifiably, there was no breach of contract.

The jury returned a verdict for the Bank and the judge allowed costs.

## EX-SERVICE MEN AND EDUCATION.

LONDON, June 1st.  
A striking feature of a statement made in the House of Commons by the Minister for Education reviewing the educational position was the evidence of the remarkable success of the scheme for the higher education of ex-Service men. He said that the results more than justified the hopes of the scheme. No less than 25 per cent. of the ex-Service entrants of Oxford and Cambridge secured first class degrees, and in one Oxford college out of 50 ex-Service students, six gained fellowships at other colleges. The grants for the scheme had now ceased.

## SCHEME FOR LEVYING DUTY ON BETTING.

LONDON, June 1st.  
At the resumption of the enquiry into the question of the proposed taxation of betting, Mr. Bigham, Assistant Commissioner of Police, said that London was ridden with street betting. He thought it was not possible to prevent ready money betting, but imprisonment for a first offence, which was rarely inflicted, would be a deterrent. There were 3,274 convictions and fines aggregating £24,711 in 1921 compared with 2,513 convictions and £22,041 fines in 1920. The increase was due to more betting being carried on. There had been no greater activity on the part of the police. Credit bookmakers with offices in London numbered 800, and street bookmakers about 900. The latter employed 4,000 agents against whom a uniformed policeman was useless. Lord Jersey explained the position of the Jockey Club in refusing officially to recognise betting. He was of opinion that it was impossible to prevent betting on the results of races.

The Chairman thanked the Jockey Club for permitting the committee's visit to Epsom to see how betting was carried on. Sir Horace Hamilton, Chairman of the Board of Customs and Excise, submitted a scheme for levying a duty on betting. He proposed to make a few alterations as possible in the law governing betting, and they would not affect lotteries, sweepstakes or gaming which would remain illegal. The Board suggested that a duty should be levied at a uniform percentage rate on all amounts staked as bets with professional bookmakers, and every one carrying on the business of receiving bets should be required to hold an excise licence renewable annually. He suggested that the duty charged in respect of each licence should be substantial, say £10 annually. Cash betting off the course should only be carried on by licensed betting offices, for which the duty might be £250 yearly. Duty on bets might be collected by Government tickets sold at customs and excise offices and post offices or on returns of tickets to be sold to bookmakers at duty value. Thus the tax on cash betting would be collected automatically, while in the case of credit betting the bookmaker could pay duty on the returns of his establishments. A state totalisator was not contemplated, but a private totalisator might be treated as a betting office. Probably the present value of betting was well over a hundred millions sterling annually, which would yield at least ten millions yearly at ten per cent. rate of duty.

## STATE HELP FOR THE FARMER.

LONDON, June 1st.  
The House of Commons has passed the second reading by 285 votes to 127, of the Government Bill providing that occupiers of agricultural land shall pay only a quarter instead of a half of the local rates, the State paying the remainder, thus relieving agriculturalists to the extent of £2,750,000 yearly.

Mr. Neville Chamberlain represented agriculture as being in a desperate condition, and it was feared that unless assistance was given much arable land would go out of cultivation altogether, or go to grass, which would be disastrous. Liberal and Labour members opposed the Bill.

## SWEETSTAKES WINNERS.

LONDON, June 6th.  
It is stated that the winner of the Stock Exchange Sweepstake is a titled member of the House of Commons, who gets £25,000.

The winner of about £12,000 in the Smithfield Sweepstake in aid of St. Bartholomew's Hospital, is Mr. Charles Knowland, who bought the lucky ticket for £1 after it had been refused by scores of people. It is reported he has decided to hand £4,000 to the Hospital.

A woman millworker of Skipton, Yorkshire, won £31,517 in the Otley Unionist Club Sweepstake.

## END OF DUNDEE JUTE LOCKOUT.

LONDON, June 6th.  
The Dundee jute lockout has ended, the masters withdrawing the notices immediately on the reopening of all mills except superdown where the original difficulty arose. 25,000 operatives will resume work on Friday. The decision to end the jute trade lockout was reached at a meeting of masters in Dundee to-day after which a statement was issued that in view of the fact that negotiations had failed to settle the dispute an arrangement would be made whereby the Camperdown mill would close down indefinitely while other establishments would reopen on Friday.

## THE COMMONS AND THE DERBY.

LONDON, June 5th.  
An amusing Derby incident took place in the Commons, when Major Barnett asked whether, in view of the fact that a Select Committee of the Commons had accepted an invitation from the Jockey Club to visit Epsom on Wednesday, the Premier would consider the advisability of reverting to the ancient custom of adjourning the House on that day so as to give other Honourable Members an opportunity of studying the possibilities of the Betting Tax. Mr. Baldwin replied in the negative. (Cries of "Oh.") Mr. Barnett then suggested that the House's task of considering the recommendations of the Committee would be seriously interfered with if they had not the same access to the sources of original information as members of the Committee. (Laughter.) Another member asked whether steps would be taken to ensure that members of the committee visiting Epsom did not indulge in trying to spot the winner themselves. No reply was made.

## ENCOURAGEMENT OF RIFLE SHOOTING.

LONDON, June 6th.  
The King has approved of the grant of a silver medal designated the King's Medal to be awarded annually to the champion shot of the military forces of Britain, India, Canada, Australia, New Zealand, South Africa and Rhodesia. The competitions will be held locally.

## SPURIOUS GEMS.

COLOMBO, June 6th.  
The Ceylon gem industry is being hard hit as a result of the recent flooding of the local market with synthetic stones, which are daily sold to unsuspecting purchasers for sums sometimes a hundred times more than the real value. Not only are passengers defrauded, but also a number of residents, as these imitation stones are sold in many big jewellers' shops in Colombo. Some years ago an import duty of Rs. 100 per carat was placed on synthetic or reconstructed stones, but recently, for some unknown reason, this duty was taken off and a duty of 10 per cent. *ad valorem* substituted. As synthetic stones have now been so perfected that it is almost impossible for anyone to distinguish them from genuine stones, unless one is an expert, dishonest jewellers find a number of easy victims. Accordingly Ceylon's reputation as an important gem centre is being badly injured, while in the second place the demand for genuine stones is adversely affected.

## NEW LADY M.P.

LONDON, June 7th.  
Looking petite and demure Mrs. Philipson took her seat in the House of Commons amidst thundering cheers from the Conservative benches. She was introduced by Colonel Leslie Wilson and the Solicitor General. She wore a dark navy blue frock with lace collar and a board-brimmed black hat, and she smiled pleasantly as she advanced across the floor of the House. Previously a sort of unofficial reception was held. While she was standing at the bar waiting to take the oath member after member of the Conservative Party came to congratulate her on her victory. Much banter was exchanged by the parties while she was signing the roll. Mr. Fringle, alluding to the popularity of the new member, called out to Lady Astor: "Cheer up, Nancy."

## THE HAJ PILGRIMAGE.

BOMBAY, June 7th.  
So far 7,531 Mahomedan pilgrims from all parts of India have left for Jeddah for the Haj pilgrimage which falls on July 24th. At present 9,000 pilgrims are waiting in Bombay for embarkation. Their comforts are being looked after by the local Haj Pilgrim Committee. The musafirkhanas being full, some private houses have been rented for the accommodation of the waiting pilgrims. The steamer *Hunayn* sails for Jeddah to-day with about 4,000 pilgrims. At the end of the season this year, the number of pilgrims are expected to total 18,000, which is double the number that sailed for the Haj last year.

## SELECT COMMITTEE ON BETTING ATTENDS THE DERBY.

LONDON, June 7th.  
Complete astonishment at the extraordinary amount of betting was the predominant impression of the members of the House of Commons Select Committee on betting after their visit to the Derby, where they were the guests of the Jockey Club. They confessed that previously they had had no idea of the scale of operations, and regretted that it was impossible to devise a scheme whereby the amount of money which changed hands on the course could be calculated. More than one member was convinced that on a big day like the Derby it would be impossible to collect the tax on the course, and that means would have to be devised to collect it through other channels.

The members conscientiously investigated all the aspects of betting and cross-questioned bookmakers and interviewed Donoghue. Apparently, the majority did not attempt to gain first-hand knowledge, though one confessed that he had left a "teaser" behind "owing to a mistaken idea of the merits of a horse whose appearance in the paddock took my fancy."

## HONGKONG SHARE MARKET

## CLOSING QUOTATIONS.

JUNE 26th, 1923.	
Canton Insurances.....	\$ 550 b.
Indo-China (Deferred) .....	\$ 150 ss.
"Star" Ferries.....	\$ 434 b.
Langkats (Combined) .....	Tls. 29 b.
Shanghai Docks.....	Tls. 38 b.
Hongkew Wharves.....	Tls. 209 b.
Hongkong Lands.....	\$ 35 b.
Hongkong Hotels.....	\$ 274 b.
Humphreys Estates.....	\$ 274 ss.
Ewo Cotton Mills.....	Tls. 12 b.
Shanghai Cottons.....	Tls. 94 b.
Oriental.....	Tls. 560 b.
Cements.....	\$ 201/331 ss.
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**WHITEAWAY, LAIDLAW & CO., LTD.,  
 HONGKONG****DRUG TRAFFIC IN CHINA.  
 REVIVAL ON A LARGE SCALE.  
 SMUGGLERS OF OPIUM.**

[BY "THE TIMES" Peking Correspondent.]

The recent suggestion by Sir Francis Aglen, Inspector-General of the Chinese Maritime Customs, that China should consider the advisability of legalizing the domestic growth and traffic in opium, will doubtless shock many who sympathize with the widespread endeavour to suppress the use of the drug. In view of the sacrifices made by India in connection with opium, and the fact that China has for years forbidden the growth, transportation, importation, and use of it, it is certainly startling to realize that a serious proposal has been made to adopt a policy that runs counter to the letter and spirit of an important foreign treaty and to the supposed unanimous desire of the Chinese people. The Inspector-General, however, speaks with special authority on the subject of opium, and, whether or not we like his remedy for the situation that has arisen, we are bound to consider his views in the light of the facts.

By a series of agreements, of which the first was concluded in 1907, the Indian Government has entirely renounced the right to export opium to China. These agreements resulted from the admission that China was effectually dealing with the growth of the domestic product, and although suppression was not complete, in 1913 India finally put an end to the traffic. It was undeniable that China had done almost all that was humanly possible to suppress cultivation, and had achieved remarkable success within a much shorter period than the most optimistic had expected.

It is significant that from the moment when the importation of foreign opium had ceased China commenced to backslide. Cultivation still existed in some of the remote Provinces and was resumed furtively in several of the nearer. But the reasonable excuse was made that the Revolution had resulted in administrative weakness, which, in turn, permitted abuses which could not be corrected while the country was disorganized. Civil war arose between North and South and cultivation increased in the Southern Provinces. The Peking Government continually exhorted the provincial authorities to uphold the law, without success, of course, in regions beyond its control. As the power of Peking has declined the Provinces have become more independent, until, as we see to-day, the Central Government of China is a mere name, and the rulers of the country are the Tsuchuns. The Tsuchuns are above all law, and the long and the short of it is that many of them are obtaining the funds to support their armies by the systematic encouragement and development of the trade in the drug which Great Britain agreed to cease importing on condition that China totally abolished cultivation. In some Provinces the authorities actually enforce cultivation by penalties on the farmers who neglect to plant poppy. They tax the fields and levy toll on the opium itself when exported elsewhere. They derive further revenue from houses licensed for smoking the drug. In other Provinces the consequences are ostensibly observed and growth, use, and transport of opium forbidden. But the traffic, nevertheless, is not only winked at but encouraged and a great revenue derived from it. Prohibition is strict in districts where the magistrates or public opinion are opposed to opium, but only in one Province, Shansi, can it be said that the suppressive measures are fully enforced.

**GROWTH OF SMUGGLING.**

There has arisen, in fact, throughout the length and breadth of China an immense business in the smuggling of opium from the producing regions to the towns and cities, either open or secret. The officials almost everywhere connive at the trade. The demand seems limitless, and it is not too much to say that cultivation and consumption are growing so fast that it will not be long before the use of opium will have become as general as it was before the policy of suppression was inaugurated. Some observers are of the opinion that already that day has arrived.

Obviously, there are no figures by which the magnitude of this illicit traffic can be estimated. But we do know that cultivation is officially promoted in the province of Szechuan, Yunnan, Kwangsi, Kweichow, Fukien, and in part of Shensi, and that areas, great or small, are under poppy in the three Manchurian provinces, in Honan, Hunan, Hupei, Kansuh, Kiangsi, Shantung, and Sinkiang. As regards the Province of Fukien, a Chinese estimate of the revenue likely to be derived from opium this year is \$20,000,000, probably an exaggeration, but the mere fact that the Chinese think of the profits obtainable in such large figures is instructive. Two transactions which have recently come to my notice are highly suggestive of the magnitude of present-day operations in opium. In Yunnan an official

monopoly has been established, and an arrangement was made to send 120 tons of opium to Kwangsi, no doubt for ultimate transport to Kwangtung. Of this aggregate, two consignments of one hundred loads each get through safely, but a third consignment of four hundred loads was looted by so-called rebel troops, a stratagem by which the Kwangsi provincial rulers are supposed to have escaped paying \$3,000,000.

The other deal is of a highly surprising character. It is alleged on good authority that the Yunnan Government Monopoly Bureau has arranged to send four hundred tons of opium within a period of eight months into Indo-China, in transit for Kwangtung and elsewhere in China. The opium is to cross the frontier at a point east of Mongtze, thus evading the foreign-controlled Customs, and will re-enter Chinese territory somewhere on the south-west border of Kwangtung, where there is no Customs station. The first consignment, escorted by troops, is believed to have left Yunnanfu. Yunnan will receive about \$11,000,000 for the goods. It would be interesting to know what the Indo-China Opium Regie will receive in transit dues, and how a French Colonial Government reconciles the alleged transaction with the policy of France as expressed by her adherence to the International Opium Convention of 1912, which has been incorporated in the Versailles Peace Treaty. In that document the contracting Powers agree "to prevent the export of raw opium to countries which shall have prohibited its entry."

**IMMENSE PROFITS.**

These two transactions, involving the export of 520 tons, or nearly nine thousand chests, represent, of course, only a fraction of the total product of Yunnan which finds its principal outlet by the Yangtze. Down this great river passes also the surplus from Szechuan and Kweichow, the former always the leading opium-growing province. It is notorious that every vessel navigating the Yangtze down-stream carries opium in large quantities. Customs stations at Chungking and Ichang supervise traffic, but it has proved impossible for a service without its own police and not supported properly by the local authorities, to stop the universal smuggling. Rewards to employees for the detection of opium have become so large that the staff is being demoralized. Worse than this, the profits on the illicit traffic are so great that bribery is on such a scale that the subordinate staff is subjected to temptation which it cannot be expected to resist. Last year the Customs seized about forty tons of illicit opium, which cannot have represented more than an infinitesimal percentage of the quantity passing through. Minor Customs officials, moreover, who endeavour to do their duty are frequently terrorized, as in a case quoted by the Inspector-General, where the child of an employee was abducted and threatened with death because the father refused to pass a consignment of opium. The magnitude of the bribes is indicated by the offer to a Customs official at one of the coast ports, of \$100,000 to pass a quantity of heroin, which figure I inadvertently doubled in telegraphing about this subject last month.

Owing to the immense quantities available, the price has fallen so low that even the coolie class can now afford to indulge to a modern extent. Many of the old-style officials now smoke openly, and the practice, of course, is very prevalent among the troops. It is remarkable that Sir Francis Aglen's suggestion has met with almost no adverse comment in the Chinese Press, and is generally approved by the foreign newspapers. It is true that the foreign educated Chinese do not smoke opium, and are strongly opposed to its use. Nevertheless, there are many intelligent and well-informed Chinese who regard the opium habit as practically ineradicable, and who see no hope for restriction of the traffic except in some measure of local control. But the Chinese as a people are indifferent. They were aroused to some extent at the time the opium agreements were being negotiated principally because the agitation was directed against a foreign producer; and the proof that their former interest in suppression was due to desire to stop the foreign importation lies in the fact that they have nothing to say now that their own country has resumed cultivation on the grand scale.

It should be noted as an interesting fact that an immediate result of the suppression measures which were so surprisingly successful twelve years ago was an immense expansion of the demand for morphia and kindred drugs. The illicit trade in such has grown to great dimensions and is only beginning to show signs of falling off since opium has again come freely on the market. It is also believed that the thousands of millions of cigarettes now smoked in China are likely substantially to diminish the craving for opium. That craving, however, is in the blood of the Chinese, and they will satisfy it one way or another, whatever all the Governments in the world may do.

**SIR F. AGLEN ON THE REMEDY.**

The point is whether the traffic which has arisen shall be officially controlled with the object of securing some degree of restriction. Sir Francis Aglen is clear upon the subject, and I leave him to state the case in the following short memorandum with which he has been kind enough to furnish me:—

Experience has proved conclusively that it is impossible to bring to a successful issue in China any far-reaching reform affecting public morals without the support and constant pressure of Chinese public opinion. There is no indication whatsoever of any Chinese public opinion on the subject of native opium. It is safe to say that the opium prohibition now in force in China, the effects of which are so deplorable, would never have been enacted had it not been for the fact that the question, when raised, turned on the exclusion of foreign opium.

With a hundred years' experience of the opium question in China behind them, the last rulers of the Manchu dynasty deliberately selected the alternative of control by licence and gradual suppression in opposition to the policy of total prohibition, thereby following the example of other rulers in Asia, notably the Indian Government, the Dutch East Indies, and Japan, who possessing administrative powers and a machinery of government with which China can offer no comparison, have never attempted to deal with a deeply rooted habit on the drastic lines of absolute prohibition. A considerable measure of success attended the efforts of the Manchu rulers, and many competent observers are of opinion that, had these efforts not been brought to a sudden end by the outbreak of the revolution, the position to-day would be far more satisfactory.

I am convinced that of the two evils—the effect on individuals of the use of native opium, and the effect on public morals of the vast illicit trade in opium engendered by a prohibition which has no Chinese public support behind it—the former is incomparably less harmful. The results of an ineffective prohibition are not brought home to those foreigners who are the main supporters of anti-opium associations in China; they are hypnotized by the magic of the words opium prohibition and misled by the ease with which the prohibition, deriving its support from racial feeling, was enacted. Unless these associations can create a genuine Chinese public opinion on the subject of native opium, they are beating the air so far as the main question is concerned, and might as well close down. It is for these reasons that I am convinced that, in public interests, China will eventually be obliged to legalize the trade.

**WORLD THEATRE.**

THE COMING STAR.

Universal is advertising Gladys Walton as "the greatest find since Mary Pickford." In support of this faith, Universal chose Edward Burns for her leading man, King Baggot of "Human Hearts" as her director, and a well-balanced caste of prominent players for principal roles in "The Lavender Bath Lady," the attraction this week at the World Theatre. The story is by Sharon Fife, and the scenario by no less a writer than Geo. Randolph Chester. Money is being expended freely on the making of Miss Walton's starring vehicles in the belief that the girl who left high school in Portland, Oregon, two years ago, and is hardly "grown up" now, will prove to be the biggest star in motion pictures some day.

**ANCIENT LANGUAGES AND MODERN CULTURE.**

Sir Frederic Kenyon, delivering the annual lecture on Literature at Leighton House, Holland-park-road, on May 16th, dealt with "the modern value of classical literature." He emphasised the value of Greek and Latin, not only in the educational sense, but as essential elements of our modern culture. They were living languages, having a living message to-day. The value of classical literature was twofold. In any list compiled of great literature, Greek and Latin would be an element of dominant importance. A knowledge of Latin and Greek was necessary for a full appreciation of our own great literature.

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are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in South China, located in 23, Queen's Road Central. Fitting glasses and testing the sight is their speciality.—Adv.

**THE CHARGE AGAINST A SHANGHAI SOLICITOR.****A VERDICT OF NOT GUILTY.**

The trial of Mr. V. V. Macdonnell upon the charge of having obtained \$100 from Mr. J. T. Hammond by means of false pretences and with intent to defraud was concluded at H.M. Supreme Court, last Friday, before Sir Skinner Turner, Chief Judge, and a jury, accused being found not guilty.

**THE JURY'S PLAIN SPEAKING.**

His Lordship, in summing up, said the jury would have to decide whether there was intention to defraud. It was natural that Mrs. Jones should have taken a blank cheque, since it would be dangerous to take a blank signed cheque on a racecourse in any part of the world. It could have been cashed by anybody if it got into the wrong hands. It was a question, in plain English, whether in dealing with the cheque Macdonnell behaved like a fool, or a knave. The alteration in the date on the charge was one of the most surprising things he had come across. However material or immaterial the date might be to the actual charge, it was very important that a man charged with a criminal offence should know quickly the time and place of the alleged offence, and it was the elementary duty of those responsible for launching criminal proceedings to be accurate as to their facts, and if they wanted to change their minds they must do so at the earliest possible moment. From the beginning in this case the attention of all concerned had been drawn to the 21st, and on several occasions complainant quite definitely stated that the incident took place on the 21st. No suggestion was made, as to any mistake, and even now no reason was given as to why this mistake should suddenly have been discovered. There was a suggestion that the cheque had been put in a bag together with some uncashed sweep tickets, but these were cashed long before the mistake was discovered. Whether or not Hammond had committed the offence known to the law as perjury, they could not get away from the fact that he came into that court as a liar, either there or in the police court. "I do not mince my words," added his Lordship. "As a business man, Hammond ought to have been certain of his facts before he launched criminal proceedings. He cannot get away from the stigma that either in this court or in the police court he has told a lie."

**EVIDENCE FOR DEFENCE.**

Continuing, his Lordship said that if the jury found the accused guilty, they must not be deterred from saying so by the possible consequences to him. There was no reason at all to doubt the evidence of Mr. Jones, who was a well-known schoolmaster, but if they believed Hammond as to the date they would have to find that Mr. Jones had lied in the matter. He had said that he backed Archer for the accused and held a considerable sum of money for him on the Saturday, and the prosecution therefore asked them to say that, with all this money at his disposal accused deliberately swindled Hammond out of \$100. If they found that the incident took place on the Monday, then they would have to decide what trust they could put in any of the evidence given by Hammond. It was necessary, in order to bring a verdict of guilty, they should find that the accused had the wicked and wrongful intention of depriving complainant of \$100 when the document was handed over. His Lordship pointed out that Macdonnell telephoned to complainant and said there had been a mistake, and asked if that was the attitude of a guilty criminal or not. It must have brought to Hammond's mind the fact that there was something wrong, but apparently he was not disturbed, and said accused could call and pay the money and receive the cheque back when he liked. The jury would have to decide whether this procedure was the action of a criminal or of a man who had made a bona fide mistake.

**NOT GUILTY.**

The jury did not retire, and in two minutes arrived at their verdict of "Not Guilty."

Addressing Macdonnell, his Lordship said: The jury have found you not guilty, and I must say it is a verdict with which I agree. You have been placed in a very unpleasant position, and I hope it will be a warning to you to be careful and remember that dealings with cheques are matters which have to be very carefully investigated. You are discharged.

His Lordship thanked the jury and exempted them from further service for two years.



## A DEAL IN TYRES.

SUIT FOR GOODS SOLD AND DELIVERED.

## A STRANGE COINCIDENCE.

At the Summary Court, yesterday morning, before the Puisne Judge (Mr. Justice Gompertz) Messrs. Britto & Co., Ltd., sued the Sun Garage, Nos. 9 and 10, Caroline Road, Causeway Bay, for the recovery of \$191.12, amount due alleged to be for goods sold and delivered on December 30th, 1922.

Mr. A. el Arculli appeared for the plaintiff and Mr. F. E. Nash for the defendant.

Mr. Arculli said the plaintiff Company carried on business in Hongkong, dealing in motor-car tyres, and the claim was for certain tyres sold by the plaintiff to the defendant. The plaintiff's broker arranged with the defendants for the sale of the tyres; a man named C. N. Chung belonging to the Garage went to the plaintiff Company and bought the tyres, and a receipt was made out and signed for by this man. A bill was also sent by the plaintiff in the name of the defendants.

The broker, King Kok, after giving evidence in support of the claim, was cross-examined by Mr. Nash. He admitted that the tyres were a new brand, but denied that he had any difficulty in placing them on the market.

Mr. Nash: "I put it to you that you made an arrangement with this man, Chung, to sell these tyres on a commission of 20 per cent.—I deny that." He said he wanted to buy them and I took him to the plaintiff firm, and he bought them.

If that is not the reason, can you explain why the Sun Garage should buy these tyres at cost price?—This is a friendly transaction, because the tyres were sold to them by us.

Did you see this man Chung last night and say: "If you pay the solicitors' costs the action will be withdrawn"—I did not.

Witness said he understood the man Chung to be the manager of the defendant firm. He did not know he was the driver of a private car.

J. Esmail, Secretary of the plaintiff Company, said that when the man Chung called at the office he understood him to be the Manager of the defendant firm.

Mr. Nash, opening his case, said the tyres were not bought by the defendant Company. They were bought by Chung through an arrangement made with the plaintiff's broker. Chung made use of the Garage for storing the private car of which he was the driver.

Mr. Lau Sing-cheong, sole proprietor of the Sun Garage, said he did not buy the tyres. He did not know of the transaction until he received a letter from Mr. Britto. He approached Chung on the subject, and as he was busy he, himself, went and saw Messrs. Britto on the matter and explained that the tyres were not bought by him.

Cross-examined by Mr. Arculli, witness denied selling one of the tyres for \$38.34 on May 9th. On that date he sold a quantity of old tyres by weight to a marine hawker.

His Honour asked Mr. Arculli if the stock book was in Court. If the tyres were sold by the Sun Garage one would expect to find an entry in the stock book.

Mr. Arculli said he had seen the stock book. It had no entry, though in his opinion the book was badly kept.

C. N. Chung said he was the driver of a Taikoo private car. The broker of the Messrs. J. M. Britto & Co. came to him and asked him to sell the tyres for him as they were not common on the market. The tyres which he could not sell were to be returned to the plaintiffs. The witness admitted selling two tyres back to the plaintiff broker at cost price, \$38.34, on about May 9th. He also sold tyres to the Sincere Company and to a man from Wanchow.

His Lordship said that he would have unhesitatingly given judgment for the defendant had it not been for the strange coincidence in which a quantity of old tyres had been sold for the same price as those sold back to the plaintiff's broker. It raised a doubt in his mind and he suggested that the Sincere Company be approached for the purpose of finding out whether the tyres were sold to them by the Garage or by the man C. N. Chung. He further suggested that the evidence of the marine hawker be secured.

The case was then adjourned.

## "JUST LIKE DRAWING TEETH."

WEAK RIDDING FOR VALUABLE LEASEHOLD PROPERTY.

Mr. George Lammert, the auctioneer, likened himself to a dentist yesterday afternoon, when, after trying hard to brighten the bidding at a property sale, which throughout was very weak, he said that the drawing of a bid was similar to the extraction of a tooth—a very tedious and painful operation. The property which was being put up for auction, belonged to the China Mining and Metal Company of No. 4, Des Vaux Road Central. It is situated in the New Territory at Kwei Chung (Gin Drinkers Bay) and has a total area of 102,403 square feet of which 82,345 square feet are building land and 19,950 square feet—agricultural land. The property abuts on to the sea and, in addition to the land, there is a wooden pier, 100 feet long. There is also a reservoir connected with all parts of the property, one Deleo electric light plant and a telephone connected to the Kowloon Exchange. The buildings on the land cover a total area of 20,825 square feet, including one European style house, six Chinese style houses, offices, lock-up store house, sheds, etc., almost all of which are described as practically new.

In announcing further details Mr. Lammert said there was also a factory chimney 120 feet high. The European style house, he said, was at present occupied by Mr. Abbas, who could not be ejected before the 31st July. There were also two watchmen on the premises and these would be withdrawn on June 30th. The property, said Mr. Lammert, was suitable for use as a toy factory, a ginger factory or a sandal shoe factory, and he suggested that within a year or two it would have increased to double its present value.

Bidding was commenced at \$60,000 and very slowly rose by \$1,000 bids to \$89,000, and then by two \$500 bids to \$90,000, at which price it was knocked down to a representative of the International Banking Corporation.

## ROBBERY AND MURDER.

The master of the Chung Wo firewood and charcoal shop, 33, Nim Cheung Street, was sitting behind the counter at about nine o'clock on Monday evening when six men approached, saying they had come to search for arms. The shopkeeper had his doubts, and commenced to walk into the shop. He had not gone far when one of the men caught hold of him by the arm and pushed him into the kitchen at the back of the shop, locking the door on him. He heard a number of shots fired in the shop shortly afterwards, and immediately made his escape through the back door and along Main Street, where he blew his police whistle. On returning to the shop he found police already on the scene. His brother was lying on the floor with blood coming from his mouth and chest. He was dead. A cousin of his who was on a visit had also been shot through the arm, and had to be removed to the Government Civil Hospital.

## ARMS AND OPIUM.

SEIZURES ON THE "PRESIDENT WILSON."

Charged with being found on board the s.s. *President Wilson* in illegal possession of a revolver and 300 pounds of ammunition, a Chinese told the Magistrate (Mr. J. R. Wood) yesterday morning that before he left America a lawyer of that country had told him that he could bring with him into the Colony of Hongkong one revolver but no more.

Defendant was found guilty and fined \$500.

Another Chinese passenger on the same vessel was fined \$750 for illegal possession of one Mauser pistol, and three magazines.

A further Chinese passenger on the vessel was found to be in possession 124 tins of raw opium, hidden in a basket, some being in a rolled oats tin. He was fined \$1,500, and given the option of four months' imprisonment.

## SPORT.

## GOLF.

SUMMER CUP COMPETITION AT FANLING.

The result of the 4th round of the Summer Cup competition, played at Fanling is as follows:  
R. Bruce beat A. Leach.  
Major F. A. B. Johnston beat J. H. Hearn.  
Major T. T. Oakes beat Major C. P. F. Warden.  
R. L. Moncrieff beat A. K. Mackenzie.

## GOLF AND GOLFERS.

[BY DRAMER.]

This week I propose to deal with the meaning of certain Rules and their application. It is surprising how often rules are misinterpreted by men who are keen golfers and pride themselves on knowing the rules.

For example, it is not much use a player, who is taking part in a medal competition knowing that if he hits his opponent's ball when both balls are on the green he incurs a penalty of one stroke, unless he also knows what a putting green is. This sounds rather ridiculous, but nevertheless, I have come across a good many low-handicap players who lacked this knowledge. It is a very common error to suppose that a putting green is all the ground round the hole which has been cut specially short and rolled, making it conspicuous from the rest of the ground round about. The definition of a putting green is: "All ground except hazards within 20 yards of the hole." Thus, it will be seen that on a course like Happy Valley it is quite possible to be on the green and yet be in quite long grass. On the other hand, at Fanling one's ball might easily be on the specially prepared ground approaching the hole, and yet not be "on the green."

Another point which many players are apt to "slip up" over is the rule about hitting the flag-pin in the hole. In medal play (i.e., a stroke competition) a player is penalized two strokes for hitting the pin if the ball is played from within 20 yards of the hole. It is interesting to note that although a hazard within 20 yards of the hole is not part of the green, yet a ball played from a hazard within 20 yards, if it hits the pin, incurs the penalty of two strokes.

In match play it is quite different. Either side is entitled to have the flag-stick removed when approaching the hole, but if a player's ball strike the flag-stick which has been so removed by himself or his partner, or either of their caddies, his side loses the hole. Otherwise, there is no penalty at all.

In writing the word partner in the last sentence, I am reminded of a friend who always talks of having beaten his partner. Whether in a match or a medal competition our opponents are our opponents; they cannot be our partners!

Many players are careless about removing loose impediments. On the putting green (i.e., within 20 yards of the hole, except in a hazard) any loose impediment may be removed either by lifting or by brushing it aside with the Club, care being taken not to press the club on to the ground. The rule is that the club must not be laid with more than its own weight upon the ground. Personally, I think the safest way of removing a loose impediment is to pick it up with the fingers, but perhaps the method is better left to the player's own judgment.

Through the green loose impediments may only be removed when lying within one club's length of the ball, provided it is not in or touching a hazard. I have frequently seen players break this rule, and it is done quite thoughtlessly, and without any benefit being derived from it; nevertheless, the penalty is the loss of the hole.

Rule 25 dealing with a ball lying in or touching a hazard is not always fully understood. There are players who take a practice shot in a hazard, usually when their ball is in sand, the idea being to find out what the sand is like and to help them to judge their shot. The rule definitely states that when a ball lies in or touches a hazard the club shall not touch the ground.

There is rather an interesting decision by the Rules of the Golf Committee, which affects the player who has failed to get his ball out of the hazard at the first attempt, and that is that he may, after his first shot, smooth over the footmarks made in playing the stroke. I give this information for what it is worth, but I would advise my readers not to take advantage of it unless they are sure their opponent—or umpire, if there be one—knows this ruling. On one occasion, in an important match at home, a competitor took advantage of this decision and was promptly penalized by the umpire. A fourth party raised the point but was instantly quashed by the umpire saying: "This tournament is being played under the Rules of Golf, and not under the decisions of the Rules of Golf Committee." No doubt he was quite right in what he said for an umpire is appointed to deal solely with questions of fact.

There is one rule in Golf that I never consider quite fair. It is Rule 27, the paragraph that deals with casual water in a hazard. Suppose two players are approaching a green and both put their shots into a bunker guarding the green. One end of the bunker may contain casual water and the other not; therefore, one player may be lying in the water and the other not, both presumably, from equally bad shots. Now the former has to pick up and lose one stroke, whilst the latter does not lose a stroke. Admittedly the former may drop behind the bunker, but when the bunker is close up to the green there is not much advantage in this. In my opinion, when a bunker is only partially under water a player who happens to find the water should be allowed to drop in the dry part of the bunker without penalty, and if the whole of the bunker is under water then he should be allowed to drop behind the bunker under penalty of one stroke. However, before we get this ruling I presume one of the members of the Rules of Golf Committee will have to be penalized by this unfair rule.

(Continued at foot of next column.)

## COMMON CAUSE OVER LINCHENG OUTRAGE.

SHANGHAI BRITISH AND AMERICAN INSTITUTIONS IN CLOSEST CO-OPERATION.

URGENT DEMANDS HOME FOR RESOLUTE ACTION.

With reference to the telegram which was transmitted to America on the 13th instant by the American Association of China and American Chamber of Commerce, the *N. C. Daily News* has been authorized to say that this statement is entirely approved of by both the China Association and the British Chamber of Commerce, who have passed on the American organizations' telegram verbatim to London.

The telegram in question is as follows: "An intolerable condition has been created in China by the Washington decision and failure to act aggressively in the present crisis. American lives and liberty throughout China are in danger. Prestige and business are being destroyed by lack of strong action. We demand immediate, protection for Americans in China and urge action along following lines until a strong and satisfactory Government is established in China."

- 1.—Suspension of all benefits to China under Washington Conference.
- 2.—Disarmament of troops and return to their homes, and placing of Chinese finances under foreign supervision.
- 3.—Foreign guards placed upon lines of communication, both land and water.
- 4.—Foreign garrison be placed at strategic points throughout China.
- 5.—Suspension of return of Boxer Indemnity.
- 6.—Co-operation with Great Britain in providing remedies for present conditions.

These recommendations are "meeting with the approval of the substantial Chinese and banking interests, who deprecate the chaotic conditions, but will not act for fear of persecution at the hands of the present régime."

It is understood that British interests in China are making similar recommendations to London. The China Association and British Chamber of Commerce, at the same time, would like it to be known that they are working in close co-operation with the two above-mentioned American institutions, and that all steps hitherto taken by both the American and British institutions, in question have the full consent of all parties.

## CHINESE BANKERS' POSITION.

The Shanghai Bankers' Association have sent to the Chinese General Chamber of Commerce of Shanghai a letter of which the following is a translation.

Sirs,—In the issue of the *China Press* of the 15th instant under the title of "American Chamber and Association demand action by the Powers" on page 1, was given the full text of a telegram sent to Washington by the two bodies. All the recommendations in that telegram are exciting, but the most astonishing one is in the latter part which reads "These recommendations meet with approval of substantial Chinese business and banking interests."

We therefore take the liberty to say that owing to the continuous fight for rights and privileges of these high officials in the Central Government without taking any care of the general welfare, our citizens may warn the Government in such a way as to awake them in the sense as stated while foreigners might be misled to think that our citizens are of the same opinions with them.

It should be understood that the Chinese Banking Groups here are functioning in no other matters than pecuniary ones and never attempt to make any senseless suggestions to communities whatsoever. In case instance is laid on the recommendations, which will no doubt affect our rights and privileges given by the Washington Conference, we, Chinese citizens, will certainly protest against the violence and seek a way for protection.

Soliciting your co-operation,  
We are etc.  
CHINESE BANKERS' ASSOCIATION OF SHANGHAI.

A ball moved is not always clearly understood. The definition of a ball moving is as follows:—A ball is deemed to "move" if it leaves its original position in the least degree; but it is not considered to "move" if it merely oscillates and comes to rest in its original position.

The player has moved the ball if it moves, according to the above definition, after a loose impediment lying within a club's length of it, through the green, has been removed, or after a loose impediment within 8 inches on the green, has been removed; or if the ball moves after the club has been grounded in the address; or if it moves in a hazard after the player has taken up his stance. I have known cases where the wind has moved a ball just as the player was about to take up his stance, but if he has not removed any impediment, grounded his club, or taken up his stance, then he is not deemed to have moved it.

Before concluding I would like to draw attention to an incident which recently happened in Japan. A player drove a ball which hit his forehead and, unfortunately, killed the boy. I have not got full details of the case and cannot say whether it was the player's fault or the boy's, but it is quite enough to make one realise the danger of not observing the etiquette of the game to the last letter. Wait an extra minute, rather than play and take a risk.

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## CIGARETTES &amp; TOBACCOS

Abdulla Cigarettes	No. 11	per tin	\$2.80
"	"	" 5	" 2.50
"	"	" 14	" 2.20
"	"	" 16	" 1.65
"	"	" 75	" 1.35
" Straight Cut...	—	"	" 1.45
Boguslavsky, Virginian	No. 2	"	" 1.40
" Piccadilly	"	"	" 1.25
State Express Cigarettes	"	"	" 1.20
" Manhams	"	"	" 1.40

## TOBACCOS

Abdulla, Straight Cut	per 1 lb. tin	\$1.80
Dunbills "My Mixture"	"	" 2.50
" Standard	"	" 1.95
John Cottons, Medium	"	" 1.75
Ardath Medium Mixture	"	" 1.50
State Express Tradition	"	" 1.90
Hankeys Mixture	"	" 2.20
Sil Philips	"	" 2.20
Craven	"	" 1.75

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## NEW ADVERTISEMENTS

## AGENCY

A Well-established Shanghai Piece-goods Firm desires to appoint in Hongkong, as **SOLE AGENTS**, a Young and Enterprising House of unquestionable integrity, who can produce satisfactory Bankers' References and who are not already tied to a Manchester or Bradford House.

The Far Eastern Manager of the Firm advertising will be in Hongkong from June 28th until July 10th, having with him Samples of Cottons and Woollens and Sundries which are already established lines in the North and are suited to the Southern markets. Replies should be addressed to Box No. 607, Daily Press Office. [100]

## PUBLIC AUCTION.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on **TUESDAY, the 3rd day of July, 1923, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of **OBROWN LAND** at Ho Mun Tin in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Lease, with the option of renewal at a Crown Lease, to be fixed by the Surveyor of the Land, for our further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents	Annual Rental	Upset Price
Registry No.		sq. feet.	sq. feet.	
Locality.				
	N. E. S. W.	feet.	feet.	\$
Keston Third Lot No. 1347.	Adjoining Keston Industrial Highway Avenue			
1			About	
	As per sale plan.		2,449	16 1.25



## CABLES.

[THROUGH ROUTE TO AFRICA.]

## TERRIBLE ACCIDENT.

## ON BROOKLYN ELEVATED RAILWAY.

New York, June 25th.

A terrible accident occurred on the elevated railway in one of the busiest sections in Brooklyn through the toppling over of a two-car train.

At present it is estimated that six were killed and 40 injured.

The first car fell on a couple of motor-cars in the street below, dragging the second car along with it.

Witnesses say that one of the axles of the forward car appeared to break, causing the car to slip over, partly demolishing the elevated structure in its fall.

The only previous time that a train has fallen into a New York street was 15 years ago in Manhattan.

The two cars were partially telescoped. Broken electric wires caused a fire, but the flames were quickly extinguished.

## LATEST CABLES.

## FULL DETAILS OF A FRIGHTFUL ACCIDENT.

New York, June 25th.

The casualties in the Elevated Railway crash were 8 killed and 43 injured.

The dead include seven women and girls.

The train plunged forty feet into the junction of Atlantic and Flatbush avenues, Brooklyn, a congested retail shopping centre. People in motor-cars and pedestrians had miraculous escapes, for the falling cars carried down countless electrical wires, from which blue flames splattered menacingly amid the tangled debris.

The screams of passengers pinioned under the cars—some transfixed under jagged pieces of wreckage, or cut with broken glass—were heard above the din and shouts of the spectators and the clanging gongs of fire engines and ambulances, which were quickly on the scene. The thousands of onlookers who were packed into the confined space hindered the work of rescue, so that it was not till long after all the injured were removed to hospital.

The cause of the accident is uncertain, but is thought possibly to be due to a defective rail or a misplaced switch.

The motor-man has been arrested and charged with homicide.

## COMMUNISTS REJECTED BY BRITISH LABOUR PARTY CONFERENCE.

LONDON, June 25th.

At the Labour Party conference, held in London, a resolution in favour of affiliation with the Communist Party, was defeated on a card vote by 2,850,000 votes to 360,000.

[The Labour Party executive rejected affiliation with the Communists and the decision was referred on to the party conference.]

## PUGILIST'S INJURED HAND MAY BE THE CAUSE OF LEGAL PROCEEDINGS.

LONDON, June 25th.

The eminent surgeon specialist who examined Beckett's hand, has certified that he is not fit to undergo the necessary training for his fight with Carpenter, on July 27th. A rest of at least three months is essential.

Major Wilson, the promoter, threatens legal proceedings.

## THE LOSS OF THE "TREVESA" ONLY ONE BOAT FOUND.

DURBAN, July 25th.

The steamer *Barrabook*, which has been searching for survivors of the *Trevessa*, has arrived back in Durban. The captain reports that only one boat was found. He is of the opinion that the *Trevessa's* cargo of pig-iron started the vessel's plates and caused her to founder.

## EARLIER CABLES.

## GERMAN REPARATIONS PREMIER POINCARÉ AND EARL CREWE CONFER.

LONDON, June 25th.

Whilst the Anglo-French German reparations conversations are hampered by the delay in the Belgian Cabinet reconstruction, according to the Paris newspapers, a slight modification of the points of view on both sides resulted in a lengthy conversation between Earl Crewe and Premier Poincaré at the Quai d'Orsay yesterday.

## REINLAND AND RUHR BUFFER REPUBLIC.

Meanwhile, however, indignation has been aroused in Paris by the publication in the *Observer* of a translation of a long confidential report, dated April 16th, 1933, which was sent to Paris by the French High Commissioner in the Rhineland, showing French relations with the notorious Dr. Dertien, leader of the Separatist movement in the Rhineland, and urging the Government to conciliate him in view of the fact that "the idea of a Rhineland Republic was no longer a chimera, but had entered the domain of probable events."

The French Foreign Minister has formally denied the existence of such a document.

*Le Temps* describes the publication as a sharp attack on France on the very day a critical conversation was proceeding at Paris.

*Le Matin* declares that the object of the *Observer's* manoeuvre is to facilitate an Anglo-German combination financed by English banks with a view to the establishment in Rhineland and the Ruhr of a buffer republic subsidised from London in order to prevent French influence establishing itself definitely on the Rhine.

It is authoritatively declared in London that the *Matin* story is merely a repetition of a tale published last April, when it was officially and categorically denied.

## NO ACTION BY BRITISH GOVERNMENT.

In the House of Commons, replying to Mr. Ramsay MacDonald with regard to the *Observer's* Rhineland document, Mr. Baldwin said that the Government had no knowledge of the authenticity of the otherwise of the document, and that the Government did not propose to make any representations to France or the other Allies on the subject.

## GERMAN RESISTANCE UNDIMINISHED.

BERLIN, June 25th.

Herr Cuno, the German Chancellor, in the course of a speech delivered at Koenigsberg, emphasised that the spirit of resistance of the Ruhr population is undiminished. No Government order, as the French demanded, could terminate a situation created by the will of the people. He hoped that the whole German people would prove equally unbreakable in the matter of payment of reparations on condition that German's economic freedom is thereby secured.

## LATEST CABLES.

## ANOTHER OFFICIAL DENIAL.

PARIS, June 25th.

Another official denial has been issued with regard to the *Observer's* story referring to Dr. Dertien. It states that he was never subsidised by the French Government.

## EARLIER CABLES.

## IMPERIAL ECONOMIC CONFERENCE.

## REPRESENTATION OF CROWN COLONIES.

LONDON, June 25th.

In the House of Commons, replying to Sir J. N. Griffith, Hon. W. G. A. Ormsby-Gore said that he would represent at the Imperial Economic Conference Crown Colonies and Protectorates, including the smaller islands. It was not proposed that the mandated territories should be represented, but if questions affecting them arose, he would do his best to safeguard their interests.

## INTERNATIONAL AIR CONGRESS.

## OPENED BY PRINCE OF WALES.

LONDON, June 25th.

The seventh International Air Congress was opened in London this morning by H.R.H. the Prince of Wales, and was attended by Sir Samuel Hoare and the Duke of Sutherland and a large and distinguished gathering of representatives of 16 countries, including France, Italy, Belgium, Holland, China, Japan, India and Afghanistan, and the High Commissioner of Australia.

H.R.H. the Prince of Wales, in welcoming the delegates, emphasised the great possibilities of civil aviation, especially in developing international goodwill.

The Duke of Sutherland said that the world was on the eve of great advances in aviation and development of international civil and commercial aeronautics on a scale hitherto unrealised, and by the evolution of a popular and cheap light aeroplane.

## U.S. PROHIBITION.

## LAWLESS DRINKING BECOMING A MENACE TO THE NATION.

DENVER, June 25th.

President Harding, in the course of a speech, expressed his opinion that any change in prohibition would be in the direction of a more effective enforcement. There was much evidence reaching Washington that some of the States were disposed to abdicate their police authority to enforce prohibition, and also a general misconception that the Federal Government was responsible for enforcement, whereas it was not equipped to make enforcement locally effective. If however, the burden of enforcement is continued to be thrown upon the Federal Government it would be necessary to create a costly Federal police authority, which would be inevitably regarded as an intrusion on the local authority, with possibilities of disaster.

President Harding concluded by saying that lawless drinking was becoming a menace to the nation.

Practise of breaking seals.

In the House of Commons, replying to Viscount Curzon, Mr. Baldwin said that the Government saw no ground for protesting against the breaking of seals on liquor on board British liners at New York. British Customs seals on dutiable ships' stores taken from Britain in bond were in no way inviolable except in British waters. Foreign Customs seals were habitually broken when necessary in British waters.

## TORTURE?

RIGA, June 25th.

The Soviet announces that the Patriarch Tikhon has signed a declaration repudiating his past conduct, and declaring that he had been the tool of the monarchists. He expresses his loyalty to the Soviet, and he appeals for this to be considered at his forthcoming trial. It is generally believed here that any such recantation is due to the effects of torture.

## Patriarch Tikhon "RECAPS."

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## ITALO-FRANCO-SOVIET RELATIONS.

Moscow, June 25th.

Signor Placini, the new Italian Commercial Agent, has arrived.

M. Herriot and the other members of the French Commercial Mission here are actively preparing for the participation of French firms at the Nijni-Novgorod Fair in August.

## TURCO-JAPANESE DISCUSSIONS.

CONSTANTINOPLE, June 25th.

Mutasarrif Kemal has received Baron Uchida.

## DISABLED STEAMER DUTCH VESSEL HAS HER PROPELLER FOULED.

MADRAS, June 25th.

The Dutch steamer *Sloterdyk*, which is believed to have her propeller fouled by wire 9 miles from here, is communicating with the Dutch steamer *Andijk* to take her in tow.

MADRAS, June 25th.

The *Sloterdyk* is being towed by the German steamer *Gutenfels* to Calcutta. Satisfactory progress is reported.

## STEAMER DISASTER HALIFAX-BERMUDA LINER ON REEF.

HAMILTON, (Bermuda), June 25th.

The Royal Mail liner *Carnegie*, from Halifax, went on the reef to the north of Bermuda.

It is believed that the vessel is breaking up.

Tugs have gone to the scene of the disaster to take off the passengers.

## SILVER MARKET.

Reporting from London on May 16th, on the silver market, Messrs. Samuel Montagu & Co. stated:

Prices were inclined to droop until Saturday, when fresh buying set in for immediate shipment to Bombay, consignments by the steamer leaving, this week being considered good for delivery this June settlement in that city. The energy of these purchases, however, was not sustained at rising quotations, and prices receded, assisted by some China sales. India also sold silver for forward delivery.

## DUTCH INDIAN LOAN.

LONDON, June 25th.

Dealings commenced in the Dutch Indian Loan at one-half per cent. discount and later at one and a half per cent., and finished at one per cent. discount.

## TENNIS CHAMPIONSHIPS.

LONDON, June 25th.

At Wimbledon, the lawn tennis championships were opened in dismal weather.

Play was timed to start at two o'clock, and thousands, many of whom were present before ten o'clock in the morning, waited in the pouring rain till five o'clock, when the first of the four international centre court matches was begun.

Godfree, the British Davis Cup representative, defeated Mishu (Roumania) 4-6, 6-3, 6-2, and 9-7.

No further play was possible on the centre court, although a few outer court matches were finished.

## LONDON TO BAGHDAD IN EIGHT DAYS.

## MOTOR ROUTE ACROSS THE DESERT.

[FROM "THE TIMES" BEIRUT CORRESPONDENT.]

The long-cherished idea of a quick land route from the Mediterranean to Baghdad and India has been brought within the region of practical experience by the development of a motor-car service established in Beirut soon after the Armistice by a former New Zealand officer.

For some time past an efficient service has been maintained between Beirut and Haifa, thanks to which the express overland mail from Egypt is now delivered in twenty-four hours, under contract with the Egyptian and Palestine Governments. The extra postage is trifling. The Beirut-Haifa service, however, was merely the first step towards a more ambitious scheme. The new route brings Baghdad within sixty hours' land journey of the Mediterranean. The trial trips were undertaken through Damascus, then across the Syrian desert to Ramadieh, and on to Baghdad, a distance of 500 miles, with only one stop half-way between Damascus and Ramadieh at Ratha Wells, the only available water source throughout that stretch of desert. The first journey was done by Mr. Palmer, the British Consul at Damascus, and Major McCollum, M.C., liaison officer with the Hant Communists.

Negotiations are proceeding with the Iraqi Government for the transport of mails to Haifa, with eventual connexion at Port Said with London-bound steamers. This will reduce the time of transit for mails between London and Baghdad to eight days. An extension of the service is contemplated to Tobrak, which will make it possible for the mails between Persia and London to be delivered within thirteen days.

Arrangements are being made whereby the chieftains of Bedouin tribes along the desert will have a certain interest in the success of the enterprise. This should eliminate the risk of molestation and ensure quick assistance should it ever be needed. It is expected that the recent discoveries at Ur of the Chaldees will give a distinct fillip to the tourist trade.

By a majority of 200 to 159 the House of Commons on May 16th gave leave to introduce a bill making illegal the application of funds and losses of Co-operative societies to political purposes.

## RADIO.

## LECTURE AT THE VOLUNTEER HEADQUARTERS.

An interesting lecture—the first of a series of four—on the subject of "Radio" was given at Volunteer Headquarters by Mr. Chesterton, of the Marconi Company, yesterday evening. The chair was taken by Mr. D. Tolan, who, on introducing the lecturer, remarked that Mr. Chesterton hoped in the course of his lectures to give them an insight into the more intricate details of the subject.

The speaker illustrated his subject with chalk and blackboard, and with the aid of wireless equipment. Early in his address he explained something of the qualities of aether, and informed his listeners that the only force that had been found to pierce it, and effect it in any way, was the force of the electron, or electricity, and it was upon the electron, therefore, that radio depended. He added that the universe, as we know it, was one huge mass of solar systems, of which ours was one of the least important. Our own globe was one of the smallest in our solar system. It could, therefore, be regarded as a speck of dirt floating in a huge sea of aether. Mr. Chesterton then proceeded to enlarge on the technicalities of the subject of radio in the course of which he demonstrated the inefficiency of present transmitting methods, and pointed out that of the energy expended on it, only five per cent. was eventually gained, which meant that receiving sets had to be of extremely high power in order to catch what power there was to be had from the transmission.

A vote of thanks to the speaker was accorded at the conclusion of the lecture.

## COTTON MANUFACTURING IN THE UNITED STATES.

Discussing "the what it calls third largest industry" of the United States, the National Bank of Commerce in New York says:

Recent purchases of Southern mills by New England interests and more especially the actual transfer of complete mill equipment from the North to the South, have emphasized the acceleration of a movement which has been under way since at least the beginning of the century. The tendency for cotton manufacturing to make larger gains in the cotton-growing States than elsewhere in the United States is partially due to greater accessibility to the raw material, but more important than this has been lower taxation and cheaper labour costs. Not only are the wage scales lower in the South, due partially to lower costs of living and particularly to less industrial competition for labour, but the working hours are longer. The change may in fact be identified as part of a world-wide movement of the cotton textile industry to seek locations where lower labour costs prevail.

Southern mills have for a long time consumed more cotton than the Northern mills. In the past the excess was accounted for by the fact that mills in the cotton belt spun coarser yarn than the other mills. More recently, especially since the beginning of 1921, the difference between the consumption of Southern and other mills has increased, and the South has definitely assumed the lead in relative activity as well as in consumption of raw material. On March 31st, 1923 the cotton growing States had only 78 per cent. as many spindles as there were elsewhere in the United States, but as during that month they had kept a larger proportion in activity and because they had worked each active spindle two-fifths longer than in the North, the total active spindles hours in the South were one-sixth greater.

Southern mill wage scale is lower than in the North where, however, less is done toward supplying cheap housing facilities. Referring to the efforts to shorten the working day, the article points to substantial changes in the industry along this line since 1920 and says:

So far the movement toward shorter hours, recognizable in both sections of the industry, has made much the more rapid advance in the North. Here the usual hours in 1920 were from 54 to 60 hours a week. In 1924 they were 54 hours and in 1929 the prevailing hours had dropped to 48 a week or less. Southern mill hands as a rule worked 60 hours a week in 1920, although many worked even longer hours. By 1924 most of them worked 60 hours and but few worked longer. In 1929 the usual hours in the South were between 54 and 60 hours.

For the present, at least, mills can find cheaper labour, which will work longer hours in the cotton-growing States than elsewhere, though the weekly wage is tending to advance more rapidly in the South than in the North. The southern labour, also, is acquiring more skill from year to year, so that the advantage in quality of product now possessed by New England may gradually disappear. Probably the most marked advantage of a southern location is the fact that longer hours of work prevail there and that even though there is a movement toward shorter hours, change so far have been less radical there than elsewhere.

## SAVING LIFE AT SEA.

## ADVISORY COMMITTEE CRITICISED.

## CALL FOR MORE EFFECTIVE MEASURES.

Mr. Joseph E. Foley, general secretary of the Association of Coastwise Masters, Mates, and Engineers, commenting in a letter on the recent report on life saving appliances at sea, circulated by the Merchant Shipping Advisory Committee, says:

"We have long been advocating a system of rapid working boat-launching devices, that could be operated by men of ordinary intelligence, and such are obtainable. If proper inquiry was made I am satisfied that ships could be equipped with appliances that would enable one or two men to lower by single suspension, the largest-sized ships lifeboat from the chocks to the water in seconds, not hours. And the speed with which the operation can be performed would do away with all the risks of the present system. In my opinion the present report is so much swaddle. It appears to be simply a device to hoodwink prospective passengers into the belief that in the event of disaster their safety is adequately provided for by the rows of nice white painted boats that occupy such a conspicuous position along the ship's side. In very many cases these boats should have been a different shape, and instead of being painted white, they should have been oak-grained and fitted with at least six brass handles on each side."

"The present system is a failure because in times of stress it cannot be operated successfully with any degree of certainty owing to the raft of ropes necessary to work long throwed tackle, the two-end suspension, and the length of time required to launch the boats. It also requires a number of trained men to handle it, far exceeding the whole crews of small vessels. Thousands of lives have been lost from passenger vessels because of the impossibility of launching boats in time to be of any use. Thousands of lives have been lost from small vessels on the coast because of the impossibility of launching at all. No man can regard with any confidence a system of life saving media that requires an hour's intense labour before it can be utilised, and no reasonably-minded man could expect a device to be lowered to a distance from 70 to 80 feet from a wildly pitching platform into a tumbling sea with any degree of safety guaranteed, particularly when the method of lowering is the simple slacking of a rope around a pin by two individuals who may, or may not, be trained seamen, and whose own safety depends upon their getting the boats into the water in the shortest possible time."

Within the last few days we have had an instance of the absurdity of putting any reliance whatever upon the contrivance for saving life at sea, which this report recommends. In the sinking of the Portuguese liner *Mossamedes*, we are informed that four boats were prepared, but only three got away from the ship, the fourth falling with its occupants into the sea, where, despite the most gallant efforts, seven were drowned. Just imagine for a moment the frantic energy of the seamen, loading the oiled lifeboats with the food and water and blankets, with the necessary navigating instruments, and implements for propulsion and sailing. Think of the demoralized half-dressed people who regard that boat as their only hope of safety, clambering and falling into her ever-swinging and swaying shape, until her full complement is on board, and the moment has arrived to commence the operation of lowering. This is the time that has so often proved the absolute worthlessness of the system, when the boat and its equipment, with all the living freight, is to be lowered to the water, by two individuals, working separately and independent of each other, one at each end of the boat. Under the very best of conditions the difficulty of uniformly lowering a heavy boat, some twenty-eight feet long and a quarter of that in width, by means of two end suspensions will be appreciated by men who have never seen the operation performed on board a ship, and they may also form some opinion as to the greater difficulty involved when this is being done as part of a hurried flight from a cruel death. As the boat drops down she swings in and out. She drives forward and astern. The sinking ship rolls over on top of her, or swings away, leaving the boat against her side with blows that threaten to shiver her to pieces. Then that happens which is too often recorded, one end goes by the run, and the boatload of people, cars, breakers, sails, blankets, and all, are dumped higgledy-piggledy into the sea, where they will be kept busy by the swinging end of the boat, until she goes to pieces, or they meet the fate of thousands gone before."

It is openly admitted that safety appliances are only required for passengers, and presumably there is no need to protect seafarers. Members of a ship's crew, whether they are officers or seamen, pursers, clerks or stewards must be satisfied with potluck. That is the popular Whitehall view. But it is not the view of the seafarers, whose claim for adequate protection is just as vital as the claims of workers on shore who are protected by Factory Acts and other similar enactments. Thousands of men are lost annually in the small vessels of the coast because of the wretched conditions of manning, and the provision of a workable equipment for their safety."

Interesting statistics are given in the annual report of the Chamber of Shipping of the United Kingdom for 1922-3. As the opening of the year British shipping was in a state of depression of modern times, that it has surmounted the manifold difficulties is due in large measure to the sound conservative policy pursued by owners.









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TJILATJAP	MIKE	In port	29th June	MAKASSAR & SOERABAYA
TJISONDARI	JAVA	28th June	4th July	SWAI & NORTH CHINA
TJITAREM	LAASY	4th July	10th July	BATAVIA

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S.S. "SALIER" ... 3rd July.  
S.S. "SAPARORA" ... 31st July.  
S.S. "KERTOSONO" ... 28th Aug.

Sailings to Europe subject to alterations.

Steamer	From	Sailing on or about
"OLDEKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	12th July.
"SALIER"	Amsterdam, Rotterdam, Hamburg & Bremen	10th Aug.

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**WORLD'S NAVIES.**

EFFECT OF WASHINGTON TREATY.

A return issued on May 17th gives particulars of the fleets of the British Empire, the United States, Japan, France, Italy, Russia, and Germany, as well as showing the vessels which are being built.

With regard to battleships the return shows that the greatest strength belongs to the United States of America, under which country 31 vessels are entered as built, compared with 18 for Great Britain and 11 for Japan. Eight of the American ships, however, are to be scrapped under the Washington Treaty, while five are shown as being dismantled, and in the case of Japan five are to be scrapped under the Treaty, leaving the effective strength of the two countries at 18 and six respectively. The entries in respect of battleships in the case of the other Great Powers are:—France, 9; Italy, 12 (the Minister of Marine having power to dispose of three); Russia, 4; and Germany, 8. Britain and the United States are each shown to be building two battleships, while seven battleships in construction in America are to be scrapped under the Treaty. The only other entries under the heading of "building" are those of Japan, where two vessels being built are to be scrapped, and one for Russia, on which building has been stopped.

Britain and Japan are the only Powers having battle cruisers, there being four in the British Navy and seven in the Japanese, including three which are to be scrapped. The four battle cruisers under construction for the United States are to be scrapped, and two for the Japanese Navy to be scrapped under the Treaty are to be converted into aircraft carriers. No other power is building this class of vessel. In the case of cruisers, of which none is now in course of construction in any State, America possesses the greatest strength—ten in all—France ranking next with six. There are three cruisers in the Italian Navy, two in that of Britain, Russia owns one, and Japan and Germany are without. Britain is supreme in the matter of light cruisers, for, including six belonging to the Dominion, there are 45 of this type of vessel in the British Navy, while four more are being built. With a fleet of 15 besides eight under construction and six projected, Japan ranks second in light cruisers, followed by Italy, with ten built and two projected. The United States have at present nine light cruisers, but ten are under construction. Russia is building eight. France has five built and the building and Germany two built and one building.

Of aircraft carriers the British Empire has four, with two being built, while the United States and Japan have one each. The United States has two building and France one. In the matter of torpedo-boat destroyers, the United States Navy outnumbers the British Navy by nearly two to one, having 318 as compared with 182, but has none building, compared with Great Britain's four under construction. The United States are also shown to possess the greatest number of submarines of any of the Powers, while considerable additions are still being made to their Navy. The respective figures are:—Great Britain (including seven in the Australian and Canadian Navies), 66; building, 6. United States (including four on sale), 101; building, 27. Japan, 40; building, 11, and 28 projected. France, 47; building, 13. Italy, 43; 4 projected. Russia, 17; building, 3. Germany, none built or building.—Times.

**SUEZ HARBOUR.**

GOVERNMENT CLAIM OVER DREDGING CONTRACT.

The Mixed Courts in Cairo recently gave judgment on the claims of the Egyptian Government for money and some unpleasant features, between the Egyptian Government and Messrs. Bos and Co., the Dutch harbour work contractors.

In 1918 this firm was entrusted by the Egyptian Government with the work of extending Suez Harbour in order to provide more ample accommodation for oil vessels. For dredging a flat rate of payment was agreed on, with the proviso that an increase would be considered if rock or hard agglomerate were struck. Such an increase was conceded in September, 1920. In the summer of 1921 the Government engineer reported on the nature of the material then being dredged, and subsequent inquiries caused the Egyptian Government to stop its payments on the grounds of misrepresentation and misapplication of the special agreement. A further cause of dispute arose out of the contents of the lighters removing the material and payments were temporarily suspended, the Egyptian Government believing that the contractors were overpaid, but payments were eventually renewed.

The contractors now claimed £21,500 on the ground that there had been a considerable sillage over the dredged bed, and therefore the comparative levels at which they were being paid were inaccurate. The Egyptian Government consented to arbitration. Two arbitrators, one from each side, met and expressed the opinion in February, 1922, that the Egyptian Government owed the contractors £112,000 plus £12,000 interest, which was duly paid. Thereafter the Egyptian Government reviewed the whole conduct of the contractors and the highest legal advisers recommended cancellation of the contract on grounds including alleged fraud. Moreover, the Egyptian Government appointed a committee to investigate the responsibility of the officials concerned in supervising the execution of the contract.

Meanwhile the contractors applied to the Mixed Courts to appoint arbitrators to investigate the work done. The Government resisted the application, contending that it was not a matter for arbitration. The Courts dismissed the application, leaving both sides free to take such action as they may deem desirable. The case is exciting considerable interest in Egypt.

**BIG WHISKY DEAL.**

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BANGKOK via SWATOW	... Tuesday, 3rd July, Noon.	YUSANG	... Wednesday, 27th June, 10 a.m.
TINGTAU via SWATOW	... Thursday, 28th June, 3 p.m.	FOOKSANG	... Thursday, 28th June, 3 p.m.
SHANGHAI via SWATOW	... Friday, 29th June, 8 a.m.	LEESANG	... Friday, 29th June, 8 a.m.
STRAITS & CALCUTTA	... Saturday, 30th June, Noon.	HINSANG	... Saturday, 30th June, Noon.
HAIPHONG via HOIHOW	... Friday, 29th June, Noon.	TAISANG	... Friday, 29th June, Noon.
SANDAKAN	... Saturday, 30th June, Noon.	WINGSANG	... Saturday, 30th June, Noon.
SHANGHAI via SWATOW	... Sunday, 1st July, Noon.	CHIPSANG	... Sunday, 1st July, Noon.
MANILA	... Monday, 2nd July, Noon.	TUNGSHING	... Monday, 2nd July, Noon.
SHANGHAI via SWATOW	... Tuesday, 3rd July, Noon.	TAKSANG	... Tuesday, 3rd July, Noon.
SHANGHAI via HOIHOW	... Friday, 29th June, 8 a.m.	CHUNSANG	... Friday, 29th June, 8 a.m.
BANGKOK via SWATOW	... Saturday, 30th June, Noon.	WATSANG	... Saturday, 30th June, Noon.
STRAITS & CALCUTTA	... Sunday, 1st July, Noon.	KUTSANG	... Sunday, 1st July, Noon.
KORE via SHANGHAI	... Saturday, 30th June, Noon.	HOSANG	... Saturday, 30th June, Noon.

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"GLENBEG"	... 18th July.	"GLENSANDA"	... 20th July.	Genoa, London, Rotterdam and Hamburg.
"GLENSANDA"	... 20th July.	"GLENIFFER"	... 28th Aug.	Genoa, London, Rotterdam and Hamburg.
"GLENSHANE"	... 13th Aug.			
"FEMBRORSHIRE"	... 27th Aug.			

Movements are subject to change without notice.

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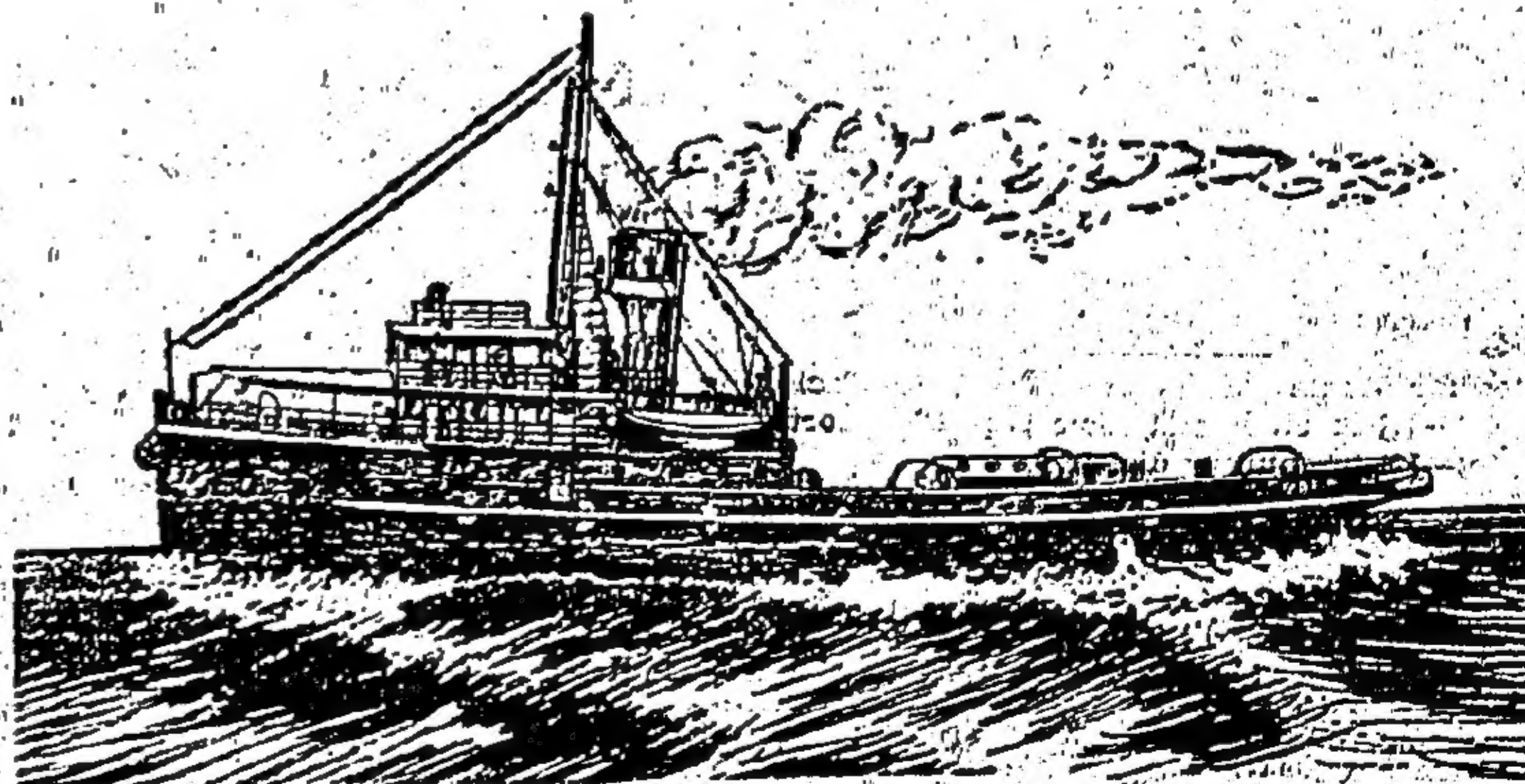
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"DELTA"	8,097	27th June, 1 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, Gibraltar & London.
"SICILIA"	6,813	30th June, Noon	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	11th July	Singapore, Penang, Colombo & Bombay.
"NAGPORA"	5,283	14th July	Singapore, Penang, Colombo & Bombay.
"KIDDERPORE"	5,534	18th July	Singapore, Penang, Colombo & Bombay.
"DEVA NHA"	8,097	25th July	Singapore, Penang, Colombo & Bombay.
"ROUJAN"	6,696	28th Aug.	Singapore, Penang, Colombo & Bombay.
"BHIVA"	8,017	28th Aug.	Singapore, Penang, Colombo & Bombay.
"KASHMIR"	8,841	29th Aug.	Singapore, Penang, Colombo & Bombay.
"SICILIA"	6,813	29th Aug.	Singapore, Penang, Colombo & Bombay.
"MACDONIA"	10,413	7th Sept.	Singapore, Penang, Colombo & Bombay.
"DONGOLA"	8,098	21st Sept.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,872	8th Oct.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,098	19th Oct.	Singapore, Penang, Colombo & Bombay.

## BRITISH INDIA - APCAR. SAILINGS

"TAKADA"	8,849	1st July.	Singapore, Penang & Calcutta.
"TANDA"	8,856	10th July.	Singapore, Penang & Calcutta.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	Manila, Sandakan, Trawangan, Townsville, Brisbane, Sydney & Melbourne.
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"TORILLA"	5,205	30th June	Moji & Kobe.
"KHIVA"	9,097	1st July	Shanghai, Moji, Kobe & Yokohama.
"RT. ALBAH"	4,800	10th July	Moji, Kobe & Yokohama.
"KASHMIR"	8,960	14th July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

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(Incorporated in Great Britain)

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(21)

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"ATLAS MARU" ... Saturday, 14th July.

RIO DE JANEIRO, SANTOS, &amp; BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"SEATTLE MARU" ... Monday, 8th July.

BOMBAY—fortnightly service via Singapore and Colombo.

"BURMA MARU" ... Friday, 8th July.

"BORNEO MARU" ... Sunday, 8th July.

SAIGON, BANGKOK, SINGAPORE &amp; DELHI—Regular monthly Passenger Service.

"BURHO MARU" ... Monday, 2nd July.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"MALAY MARU" ... Saturday, 7th July.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—via Shanghai, Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. &amp; CANADA—Passenger Service.

"ARIZONA MARU" ... Saturday, 14th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama Canal, Colon, Port.

"YAMAGUCHI MARU" ... Saturday, 7th July.

JAPAN PORTS—Shanghai, Dairen, Kobe &amp; Yokohama.

"ARGON MARU" ... Friday, 27th June.

KEELUNG via SWATOW &amp; AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Sunday, 1st July.

TAKAO via SWATOW &amp; AMOY.

"BOHEI MARU" ... Thursday, 5th July.

TAKAO DIRECT.

"KISHU MARU" ... Monday, 16th July.

For sailing dates and further particulars please apply to

M. RHIMA, Manager.

Tel. Central No. 4093

**C. N. C.**  
**CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
SWATOW, AMOY & SHANGHAI	"CHERIAN"	On 27th June, 4 p.m.
HOIHOW & SINGAPORE	"CHINEUA"	On 28th June 11 a.m.
SWATOW & SHANGHAI	"SUIVANG"	On 28th June 6 p.m.
HOIHOW & SINGAPORE	"LINAN"	On 29th June 11 a.m.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 1st July, 11 a.m.
BANGKOK	"CHENAN"	On 1st July, 11 a.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 1st July, Noon.
SWATOW, SHANGHAI & PUKOW	"KANCHOW"	On 1st July, Noon.
SWATOW & AMOY	"KANYING"	On 2nd July, 4 p.m.
AMOY & SHANGHAI	"HANYANG"	On 3rd July, 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUNICEOW"	On 3rd July, Noon.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonan.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central 23.

(JOHN SWIRE &amp; SONS, LTD.)

CARGO &amp; PASSENGER CAN BE RECEIVED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (JOHN SWIRE &amp; SONS, LTD.)

## AUSTRALIAN ORIENTAL LINE

(HONGKONG &amp; PHILIPPINES AND AUSTRALIAN PORTS.)

## SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central No. 36.

(JOHN SWIRE &amp; SONS, LTD.) Agents.

## STRUTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

## TO LOS ANGELES AND SAN FRANCISCO

## FROM HONGKONG BY DIRECT ROUTE.

S.S. "Cadaretta"	...	Due Hongkong in port.
U.S.S. "West Ivan"	...	Leave Hongkong 30th June.
U.S.S. "West Ivan"	...	Due Hongkong 16th July.
U.S.S. "West Ivan"	...	Leave Hongkong 18th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "West Sequana"	...	Due Hongkong 3rd July.
U.S.S. "West Sequana"	...	Leave Hongkong 5th July.

## TO MANILA AND SINGAPORE.

U.S.S. "West Prospect"	...	Due Hongkong 15th July.
U.S.S. "West Prospect"	...	Leave Hongkong 16th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information Apply to

## STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS &amp; JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

U. P. BRADFORD, Res. Agent.

[22]

## DODWELL &amp; CO., LIMITED

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON

## For NEW YORK &amp; BOSTON via SUEZ

S.S. "WRAY CASTLE"	...	sailing on or about 10th July.
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## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £26.

## FOR BRINDISI, VENICE &amp; TRIESTE

S.S. "PIRELLA"	...	sailing on or about 3rd July.
S.S. "DUCHESA D'AOSTA"	...	sailing beginning of August.

## FOR SHANGHAI, YOKOHAMA &amp; KOBE.

S.S. "DUCHESA D'AOSTA"	...	sailing on or about 5th July.
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Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZUMBI"	...	sailing on or about 25th July.
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Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

## DODWELL &amp; CO., LIMITED.

Agents.



## POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FROM	PAID	DATE
BOMBAY ... ..	Hakodade Maru...	27th June.
JAPAN ... ..	Tango Maru...	27th June.
SHANGHAI ... ..	Kanchow ... ..	27th June.
U.S.A. JAPAN & SHANGHAI	Pres. Grant ... ..	28th June.
SHANGHAI ... ..	Yingchow ... ..	28th June.
SHANGHAI ... ..	Commandant Major...	28th June.
SINGAPORE ... ..	Torilla ... ..	28th June.
EXPRESS via Suez (Parcels only) London,		
2nd May ... ..	Khina ... ..	30th June.
CANADA, U.S.A. JAPAN, SHANGHAI AND	Empress of India...	2nd July.
London via New York 1st June.		

## OUTWARD MAILS.

TO	PAID	DATE
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Kodi.	Delia ... ..	Wednesday, 27th.
Bombay, Aden, Egypt & EUROPE via		Registration 9.00 A.M.
Marseilles—due Marseilles 29th July		Letters 9.40 A.M.
Toronto ... ..	Kwai Tuk ... ..	8.30 A.M.
Straits and Calcutta ... ..	Fook Sang ... ..	1.00 P.M.
Keelung ... ..	Fukien Maru ... ..	1.00 P.M.
Swatow and Amoy ... ..	Uchikawa ... ..	2.10 P.M.
Saigon ... ..	Yong Shie's King ... ..	2.30 P.M.
Samahni and Wuchow ... ..	Kochow ... ..	4.00 P.M.
Shanghai and Japan ... ..	Kheonor ... ..	5.00 P.M.
Manila, Australia & New Zealand		
via Thursday, Island—due Thursday	Tango Maru ... ..	Thursday, 28th.
Island, 9th July ... ..		Registration 8.45 A.M.
Hollow ... ..	Chinhuu ... ..	8.30 A.M.
Saigon ... ..	Commandant Major...	12.30 P.M.
Saigon ... ..	Devicent ... ..	2.00 P.M.
Swatow ... ..	Eydengea ... ..	3.30 P.M.
Swatow ... ..	Susyong ... ..	4.30 P.M.
Hoihow and Hailphong ... ..	Leasing ... ..	5.00 P.M.
Shanghai, Japan, Canada, U.S.A.		
Central South America, U.S.A.		
EUROPE via VANCOUVER, B.C.	Empress of Australia	Friday, 29th.
due Vancouver, 15th July ... ..		Registration 9.15 A.M.
Sandakan ... ..	Hinang ... ..	10.00 A.M.
Swatow, Amoy and Foochow ... ..	Bathang ... ..	11.00 A.M.
Java via Sourabaya ... ..	Tytilajap ... ..	Noon
Manila ... ..	Wingang ... ..	1.30 P.M.
		2.00 P.M.
Straits, Ceylon, Mauritius, L. Marques,		
South Africa, India via D'Kodi,	Swella ... ..	Saturday, 30th, 10.30 A.M.
& Bombay ... ..	Pres. Grant ... ..	2.30 P.M.
Manila ... ..		
Swatow, Amoy and Keelung ... ..	Amakua Maru ... ..	Sunday, 1st, 9.0 A.M.
Wei Hai Wei ... ..	Aueichow ... ..	Tuesday 3rd, 10.30 A.M.

\*Correspondence bearing vessel\* same as ...

## COMMERCIAL

## OPENING QUOTATIONS

26th June, 1933.	
On LONDON—	
Telegraphic Transfer	— 2/3
Bank Bill, on demand	— 2/3 1/16
Bank Bill, at 30 days' sight	— 2/3
Bank Bill, at 4 months' sight	— 2/3 1/16
Credit, at 4 months' sight	— 2/3 1/16
Documentary Bill, 4 months' sight	— 2/3 1/16
On PAID—	
Bank Bill, on demand	— 3/40
Credit, 4 months' sight	— 3/40
On NEW YORK—	
Bank Bill, on demand	— 52 1/2
Credit, at 60 days' sight	— 53 1/2
On BOMBAY—	
Telegraphic Transfer	— 16 1/2
Bank Bill, on demand	— 16 1/2
On CALCUTTA—	
Telegraphic Transfer	— 16 1/2
Bank Bill, on demand	— 16 1/2
On SHANTUNG—	
Bank Bill, at sight	— 100
Private, 30 days' sight	— 100
On YOKOHAMA—	
On demand	— 100
On MANILA—	
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On SINGAPORE—	
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